



Briefing on DART Services for World Cup 2026

Committee-of-the-Whole
Development Subcommittee

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Overview

- Staff briefed the Board in November 2024 on World Cup 2026, and mentioned we would continue to brief the Board on the progress of event planning and execution, and support the event according to approach and available resource approved by the DART Board
- Coordination meetings with regional partners and national peers continued
- Briefing today will update DART Board on preliminary transit service plan, cost estimate, and communication



Regional and National Coordination

Regional Coordination

- NCTCOG continues regional coordination every quarter
- NCTCOG's consultant has started a series of tabletop exercise through July 2025
- NCTCOG submitted initial draft of Mobility Plan by end of March 2025
- Monthly meeting with Dallas Sports Commission
- More working groups with specific themes (Human Rights, Apps, Marketing/Communication, etc.) are underway



National Working Group

- DART co-hosted a workshop with UITP International Association of Public Transport in Dallas March 13-14, 2025, on public transportation for mega events
 - Crowd Management
 - Security
 - Mobility / Transport Management
 - Integrated Ticketing
 - Travel Information / Wayfinding
- Transit agencies of U.S. hosting cities continue to meet monthly
- Congressional FIFA World Cup 2026 Caucus Transit Briefing April 30, 2025

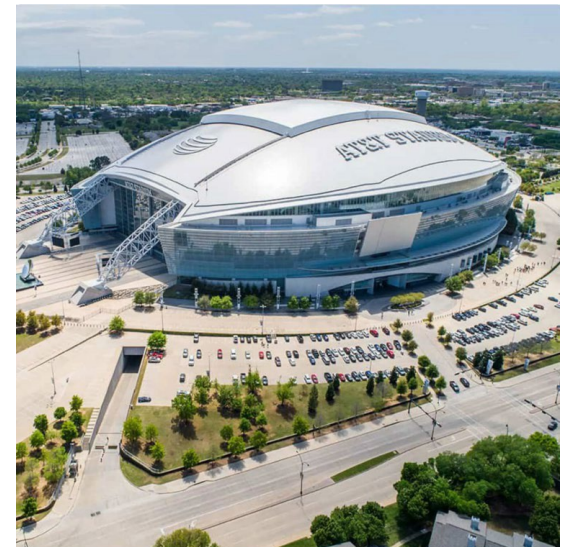




Preliminary Transit Service Plan

Anticipated Demand to Game

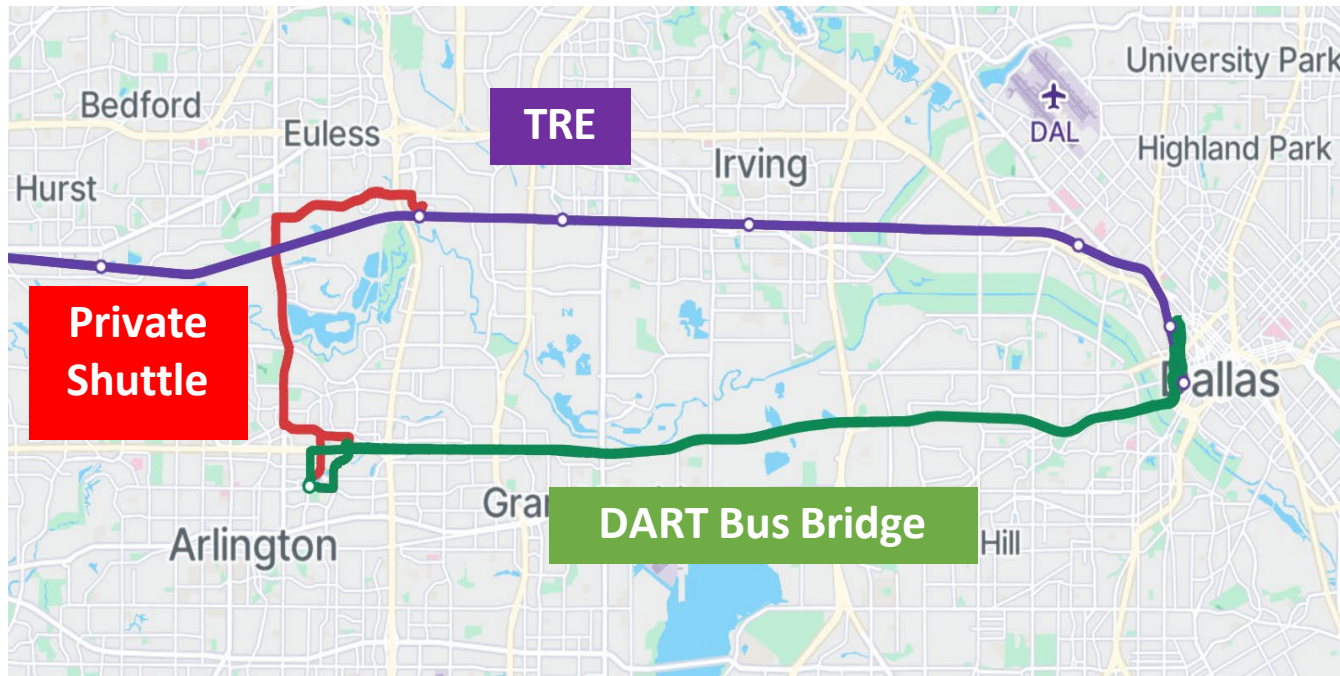
- Total Anticipated People in Arlington Entertainment District Each Game: approx. 56,000
 - Gross Capacity: 71,500
 - Minus Media, Guest Ops, and Hospitality: **(26,500)**
 - International & Local Volunteers: 1,000
 - Non-Event Fans: 10,000
- Anticipated Transit Share to Event: 25%
- Game-related Transit Riders from East vs. from West: 70% vs 30%
- Therefore, approx. 9,800 game-related riders from Dallas prior as well as after game (3-hour window each)



Service Concept

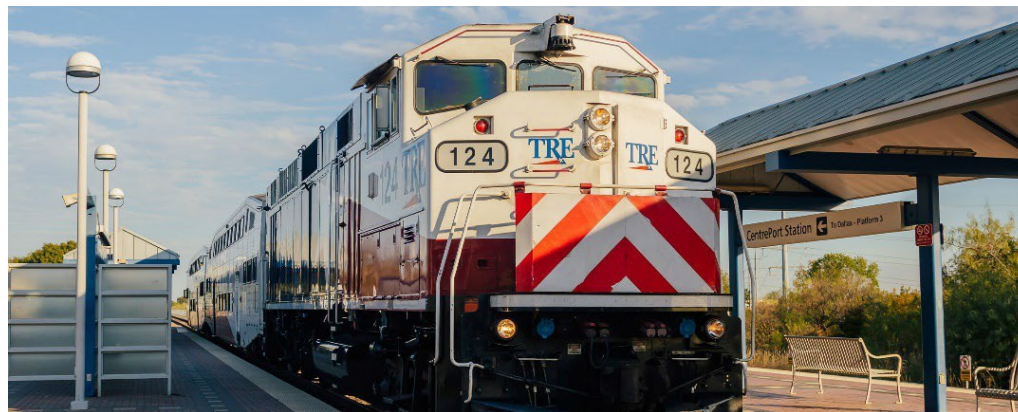
Arlington Events

- TRE: operate at peak period frequencies and the maximum car lengths on game days, with last-mile connection to the AT&T Stadium via private shuttle paid by North Central Texas Council of Governments (NCTCOG)
- Bus Bridge: Express Bus via IH-30 between Victory Station and the Lot H of AT&T Stadium, prior as well as after game



TRE Operational Capacity

- Operate TRE at peak service frequency (30 mins) and maximum (4) car length – will require leasing cars from other agencies
- Total seated capacity per train: 584
- Crush load: 100%
- Reserve room for regular commuters: average 200 per train
- Therefore, approx. 5,800 game-related riders from Dallas on TRE prior as well as after game



Bus Bridge from Dallas

- The remaining game-related transit riders from Dallas (approx. 4,000 people prior or after game) will be handled by bus bridge from Victory Station to Lot H of AT&T Stadium
- 100-min. travel time round trip
 - Directional Express Lane on I-30
 - Extra boarding and alighting time
- Estimated 50 DART buses needed
- Possibility to include alternative pickup locations based on hotel distribution
- Ingress/egress at Lot H, bus staging plan during game still under discussion



Service Concept

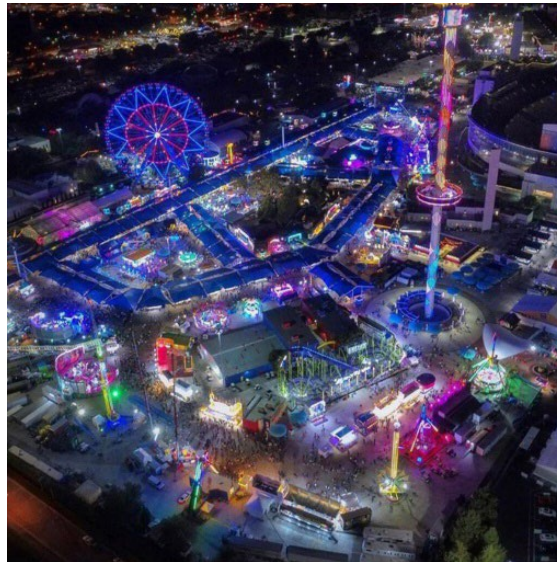
Dallas Events

- Fan Fest: Fair Park events served by existing DART light rail, bus, and GoLink
- International Broadcast Center: Kay Bailey Hutchison Convention Center served by existing DART light rail and bus
- Offer extra service or capacity to accommodate the need



Fan Fest Service Plan

- 39 days for the entire World Cup period (June 11 – July 19, 2026)
- Use both Fair Park and MLK Stations
- Green Line will insert additional midday service to make 10-min frequency between Victory and Lawnview
- Green Line will run 3-car trains



International Broadcast Center Service Plan

- Kay Bailey Hutchison Convention Center served by existing DART light rail and bus
- Central hub for all broadcasts of all games in North America (June 11 – July 19) – no public access
- Run 2-car trains on the Red and Blue Lines and keep to regular schedules
- Access to the rail and bus during the Convention Center renovation project still under discussion



Summary

- Note: preliminary plan
- TRE: operate 30-min frequency with 4-car trains on game days
- Bus: estimated 50 DART buses needed; between Victory and Lot H 3-hour before and after the games; possibility to include alternative pickup locations based on hotel distribution
- Fan Fest: Green Line run 3-car trains; extra service and improved frequency between Victory and Lawnview during midday
- International Broadcast Center: Red/Blue Lines run 2-car trains
- Other: Orange Line extended to Parker Road Station, and run 2-car trains



Preliminary Cost Estimate

- Cross-function team estimated preliminary World Cup incurred cost (assuming no service change before the world cup*)
- Preview with NCTCOG in mid-April 2025

Item	Estimated Preliminary Cost
TRE (service, equipment, upgrade)	\$8.50M
Bus (service, support)	\$0.98M
Light Rail (service, support)	\$2.55M
GoLink (service protection)	\$552K
Paratransit (service protection)	\$88K
Security	\$1.14M
Communication and Marketing	\$1.27M
GoPass App	\$131K
Fare Revenue Reimbursement	\$3.00M
Total	\$18.20M



* Cost estimate may change as more info becomes available. In addition, if implemented, the 5% General Mobility Program or legislative bill will make the cost estimate higher.



Next Steps

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- Continue to refine the transit service plan with NCTCOG and Dallas Sports Commission
- Continue to refine World Cup incurred cost in coordination with NCTCOG and for DART FY26 budget
- Continue to work on other elements (security, fare, communication, etc.) with regional partners
- Prepare ILA to lease TRE vehicles
- Prepare charter service waiver with FTA





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